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CANALIZATION MAKES TISZA RIVER
NAVIGABLE TO YUGOSLAV BORDER

Canalization of the Tisza River is important for both irrigation and navigation. Along the river at Szeged, the Tisza and Tiszabo dams and water steps, consisting of locks and hydroelectric powerhouses, are being built. These structures will make it feasible to direct a large volume of water, through pumpless canals, to areas to be irrigated. They will also improve navigation to such an extent that year-round freight and passenger traffic will be possible from the mouth of Tisza to Dombrad. In each water step a hydroelectric powerhouse will be constructed.

Ultimately, this large-scale canalization project will make possible the irrigation of an area of approximately 500,000 cadastral yokes, the production of 2 million kilowatt-hours of electric power, and the Tisza navigable to the Yugoslav border. It will also improve navigation on the Maros, Koros, and Bodrog rivers. Canalization of the Tisza will result in 535 kilometers of navigable waterways. In addition, 80 kilometers of new waterways will be created on the Tisza from Tisza to Dombrad and 50 kilometers on the Bodrog to the frontier.

It is estimated that the annual increase in the national income due to the extension of irrigation will amount to 200 million forints, while enlarged hydroelectric power production will result in annual savings of 25,000 carloads of coal.

The Five-Year Plan contemplates the erection of water steps at Tisza, building of main canals east of the Tisza, and irrigation of 30,000 cadastral yokes. The dam at Tisza will consist of three locks, which will lift the water level of the Tisza River to such an extent that it will permit the operation of the pumpless canals. The locks, which will be 85 meters long and 17 meters wide, will make navigation possible for 1,200-ton barges.

The construction of the water steps was begun in 1950. By the spring of 1951, the earth below the ground-water level was reached. Before further progress could be made, the work ditches were surrounded by wells to reduce the sub-soil water. The amount of ground water was lessened, so that by May, this

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year, the excavation was performed from entirely dry, open ditches, 8 meters below the original ground-water level. Approximately 260 wells will be built to reduce the volume of sub-soil water. To obtain dry working condition, the sub-soil water will be pumped out of the wells, an operation which entails 2 years of work with uninterrupted day and night shifts. Such a large-scale work of sub-soil water reduction has never been performed in Hungary and ranks among the most ambitious projects of this kind in Europe.

In connection with the water steps at Tiszaok, the building of a main canal east of the Tisza to serve navigation and irrigation purposes is also important. The latter project has already been initiated near Hajdunanas, where a rebuilt dredging machine on tracks will excavate the soil. The machine has the capacity to move 2,000 cubic meters of earth per day in day and night shifts. This section of the main canal is located approximately 20 kilometers from the branching of the Tisza at Tiszaok.

The excavation project entails the removal of 10 million cubic meters of earth. To accomplish this gigantic task, new automotive dredging machines will soon be shipped to the project site.

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